

Carmon Road Grade Separation of NC Railroad/Norfolk Southern Track

Near McLeansville, Guilford County, NC

August 16, 2007 – 5 p.m. to 7 p.m.
McLeansville Elementary School Cafeteria



Citizens Informational Workshop

Thursday, August 16, 2007
5 p.m. to 7 p.m.
McLeansville Elementary
School
5315 Frieden Church Road
McLeansville, NC

SIGN in

Your name and address will be added to the project mailing list.

READ this handout

This handout contains information about the Carmon Road Grade Separation of the NCRR/NS Track and ways that you can provide input.

REVIEW the project displays

Maps showing the preliminary alternatives for the proposed project are available for you to review.

TALK with NCDOT representatives

They are available to answer your questions.

TELL us what you think

Your input counts! Please remember to fill out a comment sheet to let us know what you think about the project or provide us with information about the surrounding area.

Welcome!

Thank you for attending this evening. We welcome your input about the Carmon Road Grade Separation of NC Railroad (NCRR)/Norfolk Southern (NS) Track proposed by the North Carolina Department of Transportation.

Existing Conditions

The main purpose of the project is to improve safety by removing the possibility of cars and trains colliding. There is a 90-degree curve on Carmon Road at the railroad crossing. This is a safety concern for vehicular traffic due to the unexpected nature of the sharp curve. The speed limit on Carmon Road is 45 miles per hour (mph), but the 90-degree curve is signed at 10 mph. Vehicles must slow down significantly to navigate this curve safely. This curve also makes it difficult to see down the tracks to look for oncoming trains. A realignment of Carmon Road is proposed as part of this project and will eliminate the 90-degree curve and improve safety along this roadway.

The current crossing of Carmon Road at the NCRR/NS tracks is located in the middle of a rail siding. A rail siding is a section of track parallel to the main track, allowing one train to pass another. Because the rail siding is located in the middle of the road crossing, trains block the crossing in order to allow other trains to pass, **OR** the train must disconnect the rail cars into two sections to avoid blocking the road crossing. Both options are inconvenient to vehicular and train traffic.

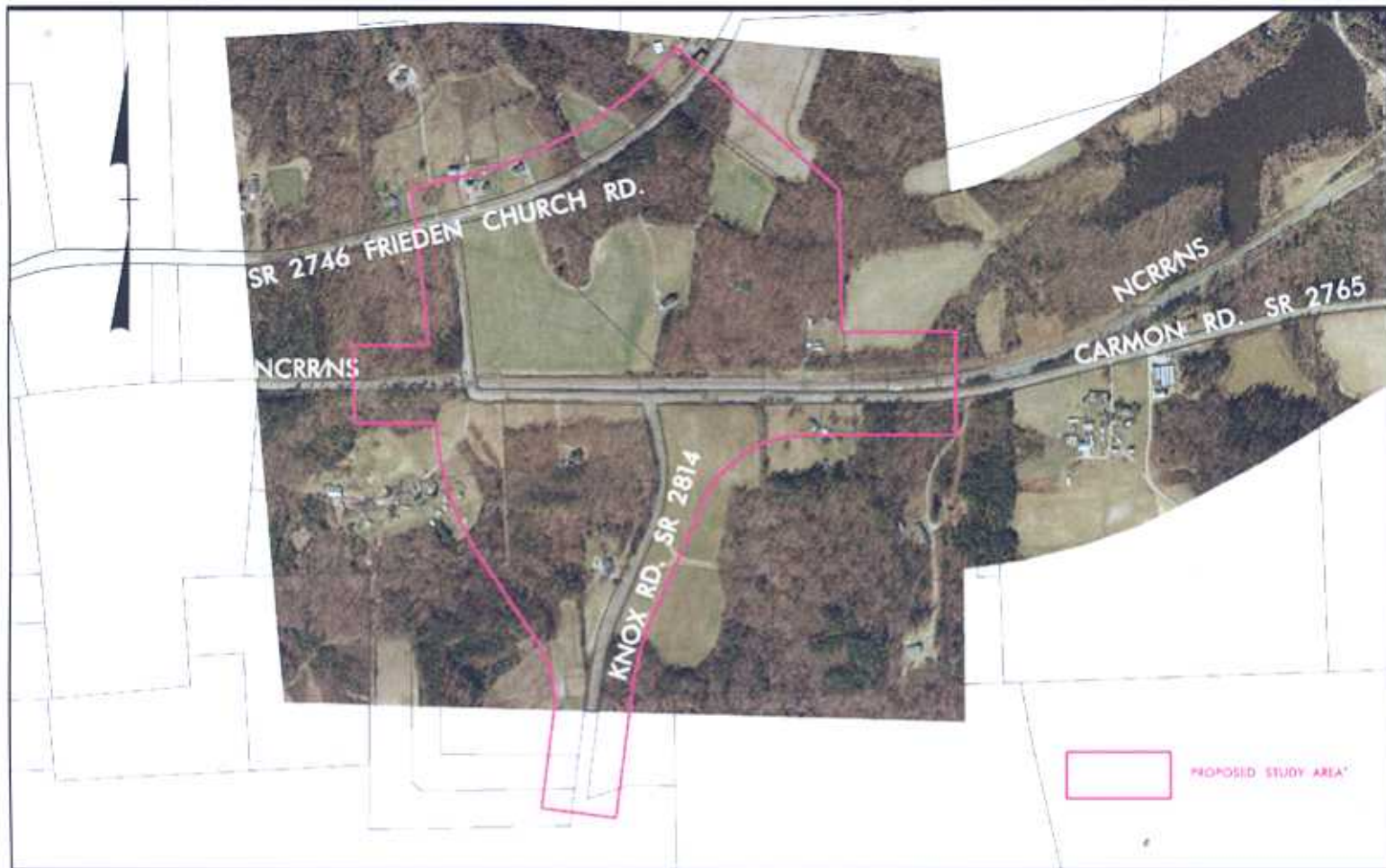
The Proposed Project

The NCDOT Rail Division proposes to replace the existing rail crossing of Carmon Road and the NCRR/NS track with a nearby grade-separated crossing. A grade separation means using a bridge to separate intersecting roads and/or railroads. The proposed grade separation is part of an effort to reduce the number of redundant and/or unsafe rail-highway at-grade crossings statewide. It would provide local traffic with a safe and convenient crossing of the tracks when trains are moving through, or are temporarily stopped in, the area.

Alternatives Evaluated

Three alternatives have been developed and are on display this evening:

- Alt. 1:** Road going over railroad, tying into Frieden Church Road at existing Carmon Road
- Alt. 2:** Road going over railroad, tying into Frieden Church Road east of existing Carmon Road
- Alt. 3:** Road going over railroad tying to Frieden Church Road farther east of existing Carmon Road



Next Steps

Step 1

- ◆ The project team will summarize public input received at this meeting and from the comment forms. Project alternatives will be refined based on public input.

Step 2

- ◆ An evaluation of the project alternatives will be completed and a Preferred Alternative will be selected by the NCDOT Rail Division. Evaluation of alternatives considers several elements of the human and natural environment such as:

- | | |
|------------------------------------|------------------|
| ○ Streams & wetlands | ○ Noise impacts |
| ○ Endangered species | ○ Air quality |
| ○ Hazardous materials | ○ Visual impacts |
| ○ Community facilities | ○ Floodplains |
| ○ Historic resources | ○ Traffic |
| ○ Residence & business relocations | ○ Utilities |

Step 3

- ◆ A newsletter providing updated information about the project, including which alternative was selected as the Preferred Alternative, will be sent to all citizens on the project mailing list.

Step 4

- ◆ The alternatives evaluation will be documented in an Environmental Assessment (EA) for this project.

Step 5

- ◆ A Public Hearing will be held to allow citizens to view and comment on the Preferred Alternative.

Contact Information

Public involvement is an important part of the project development and decision-making process. The NCDOT welcomes and encourages your participation in this project. If you have any questions about the project, please contact one of the project managers listed below.

NCDOT Rail Division Project Manager:

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NCDOT Rail Division
Environmental & Planning Branch
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Consultant Project Manager:

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CITIZENS INFORMATIONAL WORKSHOP AUG 16, 2007

COMMENT FORM

Your input is important to us! Please fill out this form and drop it into the COMMENT BOX. You can also mail, fax, or email your comments to the NCDOT Project Manager or the Consultant Project Manager. Their contact information is listed at the bottom of this form. Thank you for your input.

Name: _____

Address: _____

Phone Number: _____

Email: _____

Organization: _____

(i.e., neighborhood association, community group, business, etc.)



Please check here if you wish to be added to the project mailing list

Comments: _____

Continue on back if more room is needed.

Please mail, fax or email your comments to:

NCDOT Project Manager:

OR

Consultant Project Manager:

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